

To-day's Advertisements.

THE WEST POINT BUILDING CO.,
LIMITED.

NOTICE is hereby given that the TENTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on THURSDAY, the 26th January, 1899, at HALF PAST ELEVEN O'CLOCK, A.M. for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1898.

The Register of Shares of the Company will be CLOSED from FRIDAY, the 20th January to THURSDAY, the 26th January, (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the
HONGKONG LAND INVESTMENT
AND AGENCY CO., LD.
General Agents for
THE WEST POINT BUILDING
CO., LIMITED.
Hongkong, 12th January, 1899. [61a]

THE HONGKONG LAND INVESTMENT
AND AGENCY CO., LIMITED.

NOTICE is hereby given that the ELEVENTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on THURSDAY, the 26th January, 1899, at 12 o'clock (NOON) for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1898.

The Register of Shares of the Company will be CLOSED from THURSDAY, the 19th January to THURSDAY, the 26th January, (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.
Hongkong, 12th January, 1899. [61a]

HONGKONG, CANTON AND MACAO
STEAMBOAT CO. LIMITED.

NOTICE TO SHAREHOLDERS.

THE SIXTY-FIFTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the OFFICE of the Company, No. 18, Bank Buildings, Queen's Road Central, on MONDAY, the 30th January, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts declaring a Dividend, and electing Auditors.

THE TRANSFER BOOKS of the Company, will be CLOSED from the 17th to 30th instant inclusive.

By Order of the Board of Directors,
T. ARNOLD,
Secretary.
Hongkong, 12th January, 1899. [62a]

NOTICE TO MARINERS.

DOVE ROCK BUOY.

I HAVE been informed by Telegram that the above Buoy is adrift.

H. M. HILLIER,
Commissioner of Customs,
Kowloon, 12th January, 1899. [64a]

NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

S.S. "PREUSSEN."

THE above named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notices to the contrary be given before Noon, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 18th instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 19th instant, and on TUESDAY, the 24th instant, at 9.30 A.M.

All Claims must reach us before the 28th instant, or they will not be recognized.

Bills of Lading will be countersigned by the Undersigned.

No Fire Insurance has been effected.

MELCHERS & Co.,
Agents.
Hongkong, 12th January, 1899. [67a]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, SOUTHAMPTON AND SINGAPORE.

THE Company's Steamship

"HITACHI MARU,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, whence each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

No Fire Insurance has been effected.

All ship-damaged packets must be left in the Godowns and a certificate of the damage obtained from the Godown Company, and sent in to this Office within ten days after the vessel's arrival here, after which no claims will be recognized.

NIPPON YUSEN KAISHA.
Hongkong, 12th January, 1899. [59a]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "NINGCHOW,"

FROM PORTLAND, OR., YOKOHAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo in pending the discharge of the Vessel will be landed and stored at Consignees risk and expense.

DODWELL & Co., Ltd.
Agents.
Hongkong, 12th January, 1899. [1w 4]

To-day's Advertisements.

VICTORIA CHAPTER,
No. 525, E.C.

A REGULAR CONVOCATION of the VICTORIA CHAPTER will be held at the FREEMASONS' HALL, TO-NIGHT, the 12th instant, at 8.30 p.m. precisely. Visiting Companions are cordially invited to attend. Hongkong, 12th January, 1899. [50a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

HAILOONG,
Captain Robson, will be despatched for the above Ports, on SATURDAY, the 14th instant, at 10 A.M., instead of as previously advertised.

For Freight or Passage, apply to
DOUGLAS LARPAIK & Co.,
General Managers.
Hongkong, 12th January, 1899. [58a]

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"MOGUL,"

will be despatched as above on TUESDAY, the 17th instant.

S.S. "ENRAGA," About 24th Jan., 1899.
S.S. "EATHAN," 2nd Feb., 1899.
S.S. "SIKH," 24th Feb., 1899.
S.S. "ARGYL," 11th Mar., 1899.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 12th January, 1899. [136a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"NESTOR,"

Captain Asquith, will be despatched as above on WEDNESDAY, the 1st February.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 12th January, 1899. [60a]

FOR NEW YORK (DIRECT).

THE Steamship

"KENMORE,"

Captain Ellis, will be despatched for the above Port on or about the end of February.

For Freight, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 12th January, 1899. [10a]

Intimations.

EYE-SIGHT.

MR. N. LAZARUS,
Oculist-Optician, of London and Calcutta,
may be consulted for SPECTACLES at
FLETCHER & Co.'s PHARMACY,
(Opposite the HONGKONG HOTEL).

Business Hours: 9 a.m. to 5 p.m.

A great proportion of cataracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes,—the many years of "Eye Strain" ending in serious forms of diseases. Glasses specially adapted in youth to those requiring them save and preserve the sight.

Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES only after testing the sight.

ADVICE FREE. [47a]

A. S. WATSON & Co.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED 1841.

SCOTCH WHISKY.

A.—THORNE'S BLEND, White
Capsule \$10.80

B.—WATSON'S GLENORCHY
MELLOW BLEND, Blue
Capsule, with Name
and Trade Mark 10.80

C.—WATSON'S ABOLOUR-
GLENLIVET, Red Cap-
sule, with name and
Trade Mark 12.00

D.—WATSON'S H.K.D. BLEND
OF THE FINEST SCOTCH
MALT WHISKIES, Vio-
let Capsule 14.40

E.—WATSON'S VERY OLD LI-
QUEUR SCOTCH WHISKY,
Gold Capsule 15.00

THORNE'S BLEND and WATSON'S
GLENORCHY are high class Soda
Whiskies, of greater age than most
brands in the market.

ABOLOUR-GLENLIVET is a very old
Peat Whisky, (smoky) and could not
now be replaced in stock at the price.

D is well known for its fine
flavour.

E is of superb quality and pro-
nounced by leading local connois-
seurs to be the best brand in the
Hongkong market.

A. S. WATSON & Co., Limited,
THE HONGKONG DISPENSARY.

Established 1841.

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

The Hongkong Telegraph

HONGKONG, THURSDAY, JANUARY 12, 1899.

REUTER'S TELEGRAMS.

THE DREYFUS AFFAIR.

LONDON, January 10th.
A letter from M. De Beaupre explaining his resignation is strongly Anti-Dreyfus. M. De Beaupre denounces the other Judges of the Court de Cassation and the Minister of Justice, charging them with partiality and even corruption and declaring himself the avenger of the insulted honour of the Army.

The Public Prosecutor from Cayenne has examined ex-Capt. Dreyfus who denied making a confession on the day of his degradation and reiterated his innocence.

SENATION IN THE UNITED STATES SENATE.

A sensation was caused in the United States Senate by Mr. Hoar, a prominent Senator, opposing the ratification of the treaty of peace between the United States and Spain, and declaring that the acquisition of territory in the other hemisphere destroys the Monroe doctrine.

OBITUARY.

Mr. Fryer of North Borneo, at Port Said.

TELEGRAMS TO MANILA.

The Joint Telegraph Companies inform us that it is only press messages which are being subjected to a censorship by the American authorities at Manila.

WEATHER REPORT.

The Observatory report says:—On the 12th at 11.45 a.m.: The barometer has fallen on the China coast and in the extreme North. The depression appears to be moving into the Sea of Japan. Pressure is highest over the interior of China. Gradients slight to moderate for N. winds on the China coast. FORECAST:—Moderate to fresh N. winds; dull, some rain.

LOCAL AND GENERAL.

SIAM is expected to introduce penal legislation for crimes against the person, which is almost a translation of the Indian Penal Code.

THE directors of the Hongkong Land Investment and Agency Company, Ltd., have decided, subject to audit, to pay a dividend of ten per cent. for the last year.

CAPTAIN ROBSON of the Douglas liner *Hailoong* reports passing a whistling buoy adrift, eight miles S. 25° W. from Cape Good Hope, at 6.10 p.m. on the 11th instant.

THERE is a growing demand for cricket bats in India, and the Punjab Forest Department states that "attention has been given to the production of willow to meet it."

THE following will play for Mr. Looker's XI. v. The Navy on Saturday at 4 p.m.:—B. James, A. S. Anton, Lapsley, Looker, Wilson, "Jacko" R.A., Barlow, Mayson, Lethbridge, Sibbitt, and Smillie. Navy play in colours.

A Mr. F. C. Fabricius sends the *Rangoon Gazette* a sample of some wood found by him when digging a well. He says: "At about forty feet down I found the timber, then we met black mud and wood, and then black sand." The Burmans say that, 150 to 200 years ago, the ground was under water and sailing vessels used to come up here, and that this wood is part of a sunken sailing ship. . . . Some time ago, some Burmans in digging a well came across wood and also pieces of rope."

We note that a scale of fares for rickshas has been posted in a prominent position outside the ricksha coolies' shelter at the Kowloon Godowns Wharf. This is certainly a step in the right direction and we should like to see similar scales exhibited at prominent points throughout the colony. Were one to be posted at each ricksha stand and wharf we believe that visitors to the colony would be in great measure protected from the extortions of the coolies. At least they would only have themselves to blame for paying more than the legal fare.

THE GERMAN ARMY.

BERLIN.
The Liberal and Radical Press are carrying on a somewhat loosely conducted agitation against the proposed increase of the peace footing in the German army, to which the Government will ask the consent of the Reichstag in the coming Session. The so-called "Quinquennial" settling the peace establishment expires on March 31, 1899. This instrument fixes the peace footing, including officers, officials, and non-commissioned officers at 557,093 men, and notwithstanding the Tsar's proclamation and the peaceful relations of Germany to other Powers, the Government propose that the peace establishment which will be effective until March 1900 will number close on 600,000 men.

This increase may appear insignificant compared with the total strength of the German army. It is only when the period since the peace of Frankfurt is taken into consideration that the enormously rapid increase of the German land forces is seen. In 1872 the peace establishment was fixed at 350,000 men; three years later it was 455,000; in 1881, 467,274; in 1887, 468,410; in 1890, 486,983; and in 1893, 557,093. The cost of this huge war machine in 1872 was 250 million marks; in 1893 it was 512 millions.

The military party argue of course, that the army only increases with the increase of population, and that in consideration of the wonderful advance in its wealth the country is much better able to bear the strain of taxation now than it was twenty-five years ago.—*Daily Chronicle*.

THE "GLENAVON" ENQUIRY.

A Marine Court of Enquiry was held at the Office of the Harbour Master to-day respecting the circumstances connected with the loss of the British steamship *Glenavon*, official number 84,305, of Glasgow.

Commander R. Murray Ramsay, R. N., Sipsidary Magistrate presided, and the other members of the Court were Staff Commander Richard J. Rogers, R. N. (H. M. S. *Tamar*), Rupert Archibald, R. N. R., (Master, *Empress of China*), Harry Mowatt (Master, *S. S. Athenian*), William Archard Evans, (Master, *S. S. Monmouthshire*).

A letter was read from Mr. Wm. Pithe Master of the *Glenavon* applying for an enquiry and the Warrant constituting the Court was read.

William Pithe said I am the Master of the *Glenavon*. I hold a Master's certificate issued at Aberdeen in 1882. I have been over two years in command of the *Glenavon*. I had commanded other ships before; the *Glenavon* for 4 years. I left Hongkong on the 29th December at 5.45 p.m. bound for London with 320 tons of cargo. The draught of the ship was 22 feet 6 inches and 20 feet forward. The ship had full complement of officers, and men; 35 all told. She was in proper and seaworthy condition. About 5.45 passed pilot light; at 5.54 I passed Green Island light; from this I set a course S. 34° W. by compass.

The 3rd officer at that time was on the bridge with me. I pointed out to him Chung Island; there was a slight haze at the time. The lower part of the island was obscured, but the hill was quite clear. I told him to look out and take a fore-point bearing of the island and I left the bridge. I went to the chart room and the 2nd officer in the chart room, and with him I then made up the chronometer rates. I then went to tea. After how the 2nd officer came and reported to me that there were eight mail bags on board. I told him "all right," and went on the bridge. I asked the 3rd officer if Chung Island was ahead. He said "Not yet." I waited till he reported it ahead. It was then 6.34 p.m. I asked how long it had been on the 4 point bearing. He said nine minutes. I went down to the chart room to lay the position off. The 4th officer came to the chart room and reported 14 miles, was the distance given by the 4 point bearing on Chung Island. The 4th officer had been on the bridge with the third officer all the time. I went on the bridge at 6.34 and found the Chief Officer in charge. It was 6.34 when Chung Island was reported. As soon as I got on the bridge I gave orders to starboard the helm. I saw Chung Island right ahead as she was swinging under her starboard helm. I asked how her head was. The Chief Officer said we were S. 15° W. (Sir William Thompson's compass was in use). I told him to steady her at S. 15° E. by compass. There is little or no deviation in the southerly courses. When he reported her steady at S. 15° E. I said that Chung Island was well on the starboard beam. I told him that this would take the ship well clear of all dangers, and to keep a sharp look out for the Linting Rocks, and to let me know if he saw them, or if she was setting in at all. I told him I was going down to change my boots; my feet were very sore. Then I went and looked at the chart and laid off the beam bearing of Linting on the chart, and shaped a course from that for the Gap Rock. I assumed that we were about two miles off Linting. I returned to the bridge and found the Chief Officer on the starboard side of the bridge.

I asked him at about 7 o'clock whether he saw any rocks, and he replied that he had seen them on the starboard beam. I remarked that it was very hazy and that we seemed very close to land. He replied he didn't think so; then I said again "are you sure you have seen the rocks?" and he replied that he felt quite sure that he saw them. I was looking for them myself but couldn't see them. I saw all was clear ahead, and as the rocks were on the starboard-beam I concluded we would go clear of everything.

I then went to the midship part of the bridge to see how her head was and I saw Ling Ting rock open on the port bow. I gave the order to starboard the helm, and the ship swung round and I looked to see if she was clear; shortly afterwards she struck, not the rock I saw, but another rock. I gave orders to clear away the boats and save the passengers and mails. The carpenter sounded the bell and found 8 feet in the fore-hold. We sounded all around the ship and found 17 and 18 fathoms of water; I sent for the Chief Officer and told him to send all the boats away, except one. Then I put the engines ahead after the boats were clear. Every body got into the boats except the Chief Officer, Quartermaster Smith, (who was at the wheel), the Second Engineer, several Chinese firemen, the lamp-trimmer, the second steward and myself.

I told the Second Engineer to keep 2 or 3 hands in the engine room as I was in hopes of getting the ship into shallow water. I put the engines ahead and the helm hard a port but she wouldn't steer. I got her head round but the north, so I had to give up the idea, and put her full speed astern so as to get her close to the shore. I sent for the Chief Officer and told him to see that every one was off the ship, and to make her head round and swing in the bows, he off the ship and save himself. Before he left he insisted upon putting a life belt round me, and begged me to leave the bridge, but I said I would stop where I was.

I ordered Quartermaster Smith off the bridge into the boat. I thought the Chief Officer and Quartermaster had left the ship. I stopped on the bridge until the water was coming over the forecastle-head. I went into the chart room and set my dog loose. Then I went on the lower deck, when I saw the Boatswain and a Chinaman. I told them to jump overboard and save themselves. I went into the saloon, and found no one there. I tried to get the mail bags out, but they were too heavy. I went on deck again and immediately the ship turned over on her starboard side and I went down with her. When I came to the surface I saw the funnel disappear.

I struck out for a boat which I could see by her lights. After about an hour I gave it up; I didn't seem to be getting any nearer, so I made for the island. Before reaching the island a sampan picked me up, after being about two hours in the water. I tried to make the Chinaman understand that I wanted him to look round for the other men. We picked up Quartermaster Smith; he still had life in him. I tried to bring him round but was so bad myself that I couldn't do much for him. About an hour afterwards we landed at Linting; I found the 4th Engineer the Lamp-trimmer and about 30 Chinese.

We left for Hongkong in a junk. In the morning we made a search on the island, but found no one. Eventually the 2 Engineer turned up; he had swum ashore. I told the Court:—When we passed Green Island we were going at the rate of 10 knots, which I estimated by the number of revolutions.

I put her on full speed directly after clearing Fairway buoy. I saw Fairway buoy as we passed it. I steadied the ship to S. 34° W. by the steering compass. The compass was last tested on the way from Shanghai four or five days before. I have been running out here for 18 years, and

have been in Hongkong Harbour many times. I have always stood over to get within a mile and a half of Chung Island in preference to working down by Lamna. Before leaving Harbour I set a course S. 34° W. I intended to run on that course until Chung Island was ahead. From there I laid off another course or S. 15° E. which would bring us 2 miles east of Linting and about one mile and a half off Linting rocks. I saw the 3rd officer take the beam bearing, but not the bow bearing of Chung Island. I did not check the beam bearing by the compass.

After she had run till Chung Island was ahead I went down to lay off the next course S. 15° E., and in the meantime she was running in the course S. 34° W.

It was about half a minute from the time Chung Island was reported ahead to the time the course was altered to S. 15° E. When I told the Chief officer to look out for rocks he could see about a mile. At the speed we were going I expected to be abreast of Linting at about 7.10 p.m. I am sure that the Chief Officer had seen the rocks, and that they were on the starboard beam. I felt sure that he meant both rocks and not only the first one. I went to see her head about this time but I did not see it as my attention was taken off by seeing the rock on the port bow. The engines had been put astern before she struck, but her way was not taken off much. After she struck the engines continued going until she came off. I think she must have struck something about the collision bulkhead. The ship had a double bottom under the fore hold. After she came off I went ahead and managed to turn her round, but could do no more; she went down close to where she struck.

The Court was then cleared.

On resuming, in answer to questions put by the Court, Captain Pithe stated that there was a strong current running, and the weather was hazy.

George Robert Ainsley was called and said he was third officer of the *Glenavon* in which ship he had been three years. He held a mate's certificate. He had been in and out of Hongkong several times: both in the *Glenavon* and *Glenish*. He remembered leaving Hongkong. He was on the bridge when the *Glenavon* left the bay.

There was only one compass on the bridge. The chart was not on the bridge; he had studied the chart before leaving the buoy. At 6.31 he took the second bearing; from the time he took the second bearing until he was relieved by the Chief Officer four minutes elapsed.

The course he gave to the Chief Mate was S. 34° W.; then he went below. He saw Green Island light, but did not remember at what time.

By Captain Pithe:—I don't remember your pointing out Chung Island to me. It was 6.30 or 6.31 p.m. when Chung Island was ahead. Alexander Munroe Morison, stated that he was Fourth Officer of the *Glenavon* in which he had been fourteen months. He held a second mate's certificate. He put the log over when the third officer blew his whistle when abreast of Green Island light. When he went on the bridge he found the Captain and third officer. He heard the Captain say to the third officer "take a bearing of the island and let me know when it is ahead and the distance, off." He stood by to take orders. The third officer took the second bearing. When the third officer was taking the bearing, he (the third officer) did not know what island he was taking. The weather was misty both outside and inside the harbour.

By the Court:—I saw the Captain point an Island out to the third officer. I heard the third officer being told to take the bearing of the Island, and saw the Captain point out an Island to the third officer.

The Court was then adjourned until 10.30 a.m. to-morrow.

ROYAL HONGKONG YACHT CLUB.

5TH CLUB RACE.

January 8th, 1899.
After light to moderate winds the weather for this race opened with promise of a good strong northeaster and the promise was well fulfilled. Most of the boats left their moorings with two reefs and small jibs but on arriving at the starting line many of the crews hauled down another reef. As this was the first hard day since the boats were altered many were curious to see which boats were most benefited by the alterations but the general opinion appeared to be that the new boat *Bonito* would show the way round the course. She did not exactly do that, but she made a good show all the same until it came to running, which is her worst point.

The course was Kowloon Rock, mark boat off Lyceum Pass, Kowloon Rock and channel Rocks, and down to the line off Kowloon Point, 12 miles.

All the boats, except *Mellor* in the first class and *She* in second class turned out and tested their qualities in a strong breeze. In the A class the *Erica* and *Bonito* were the first two to show in front, and by the time Blackheads Point had been weathered they had secured a nice lead. The two *Sybil* boats, *Flade* and *Sybil*, and the *Active*, four of the weather too distressing, and could scarcely beat against the savage wind and waves of

THE WANCHAI WAREHOUSE AND STORAGE COMPANY, LIMITED.

Following is the report for presentation to the shareholders at the eighth ordinary annual meeting, to be held at the offices of the General Managers, at 3 p.m. on Monday, the 16th January, 1899:

The General Managers beg to submit to the Shareholders their Report on the working of the Company, with a Statement of Accounts, for the year ended 31st of December, 1898.

In the same way as in the previous year an interim dividend at the rate of \$1.50 per share was paid on the 5th July out of the half-yearly rental from the Hongkong and Kowloon Wharf and Godown Company, Limited. The balance now at credit of Profit and Loss Account, including the balance of \$3,287.18, from last year, amounts to \$4,287.18. After providing for the final Dividend at the above rate, absorbing \$3,000.00, there remains a small surplus \$1,287.18, which is recommended to carry forward to new Profit and Loss Account.

The accounts have been audited by Mr. F. Henderson, whose re-election is recommended.

WANCHAI & CO., General Managers.

Hongkong, 10th January, 1899.

MANILA'S BRITISH CONSUL.

Capt. S. H. Harford, the newly-appointed British Consul at Manila, has a long service record. He entered the army in 1851, and served in the Crimea; he was present at the siege and assault of Sebastopol, and then served in the Indian Mutiny. He held out in 1868. In 1875, he became Unpaid Vice-Consul at Sebastopol, resigned after 17 months' service, but was re-appointed five years later to the same post. In 1890, he was promoted to be Consul for the Canary Islands, to reside at Santa Cruz, Tenerife. He was transferred as Consul to New Caledonia in April, 1895.

SIAM'S LEGAL SYSTEM.

The young Siamite prince now in England has successfully passed an English Law Examination, and has, it is said, received an injunction from the King of Siam to pay a close and watchful attention to the English legal system and to forward him an explicit report in reference to it. The King, it is stated, intends to put the young Prince in an important position in connection with the administration of the new legal machinery which he is about to call into existence in Siam. His purpose is to remove even the suspicion of corruption from the administration of the law in his kingdom, and he believes that, in order to realise this, his wisest plan will be to follow the method of appointment to positions of judicial distinction pursued in England. The Prince's studies will be continued in England for another year or more.

MR. ASQUITH ON EGYPT.

The recapture of the Sudan has been successfully and victoriously accomplished. The title of Egypt to the Upper Nile—a title the validity of which, in my opinion, does not in the least depend upon reconquest—has been asserted in the plainest and most direct fashion, and as events have happily turned out it is now clear that there is no chance of its being successfully challenged. A situation has thus been created which imposes upon us, as the agents and trustees of Egypt, an entirely new set of responsibilities. We hope indeed that a new market will be opened not only for our own trade, but for the trade of the whole world. I am not myself so sanguine as some people appear to be as to the rapidity with which that market will develop, or as to the dimensions to which it may ultimately attain. But however that may be we are face to face with the problem of administering the vast territory, reclaimed after the lifetime of half a generation from one of the most desolating forms of barbarism. Sir Henry Campbell-Bannerman (cheers) the other day at Stirling very justly warned us against that pharisaical attitude which English people are supposed sometimes in their international relations to adopt, and which, if it were the cradle of the world, is one of the primary and most provocative causes of English unpopularity abroad.

But I think without any pharisaism we may fairly claim that wherever our countrymen have brought a subject population under their rule they have striven to justify the power which comes from superior strength, not merely by developing the material resources of the country, but by bringing into the minds and into the lives of the people, not as phantoms of the imagination, but as solid, visible realities, the ideas of order, justice, and humanity. Nor have we stopped there. We have striven, within the expanding limits which the safety and the integrity of our own rule permitted, to associate the people with us in the task of governing themselves. And to make them feel this more and more surely should be the ideal. I will not say of a conquering, but of a consolidating and civilising Power—to make them feel more and more, year after year, and generation after generation, that they are not merely subjects but fellow-citizens by adoption. What we have done by ourselves when the matter rested entirely with us in India and elsewhere, that we ought to see Egypt also do, so long and so far as we are responsible for her action. I do not think that any better work has ever been done by Englishmen, Scotchmen, and Irishmen, in filling the waste places of the world, in restoring civilisation and order to regions where they had disappeared, in implanting the seeds and the germs of a better social order upon barbarous soil, than the work which during the last fifteen years has been done in Egypt. Now we have to carry on that work further. We have to develop and adjust it to meet new conditions; and I for my own part have read with the greatest interest and welcome the proposals which have been recently put forward by that brilliant and successful general whose return to this country we have all been greeting lately—I mean Lord Kitchener. I have read, and I am sure you have all read, with the greatest satisfaction that the first thing which occurred to him on the morning of his great conquest over these barbarous tribes was not to some people would have had the same and barren notion of revenge. No; there is a far better way of doing honor to the memory of a man like Gordon than by revenging death. It was to erect upon the scene of his labours and heroism, upon the place where he suffered and died, an institution which would be a worthy memorial of his self-sacrificing and Christian life, where these barbarous and undeveloped tribes for whom he cared so much, and whom it has been our happy destiny to release from the bonds of savage despotism, might learn the elements of knowledge and education. It was to administer of their own affairs, and in the developing of their own social and political future. (Cheers.) That, I venture to say, is an enterprise worthy of a great nation, and I trust, and I do not doubt, that it will receive the enthusiastic, the consistent, and the persistent support of all classes and orders of Englishmen without distinction of party or opinion. (Cheers.)

JAPANESE RAILWAYS.

Interesting figures on the rapid development of Japanese railways have been recently given by a Berlin paper. Although only 20 years have elapsed since the first Japanese railway was built, and though the Japanese Government for many years treated railways as a State monopoly, yet at the beginning of 1897 there were already 2,500 miles in operation, and 3,000 miles either being made, or else planned. Thirty-three private companies have 1,869 miles of railway in working condition, and are engaged in building 2,163 more miles. So far they have expended a sum of 160,420,000 yen (one yen equals about 25s.), of which 87,730,000 yen is for railways completed. The sum expended on State railways is 48,980,000 yen. All the lines, except the Tokyo-Yokohama line, are single ones. The Government guarantees private companies which build railways a dividend of four per cent. In the year 1896-7 the number of persons carried on all railways was 65,110,000, and of goods 6,700,000 tons, or 153 per cent, and 207 per cent, respectively more than in 1891-2. The State lines possessed 183 locomotives, 796 carriages, and 238 goods wagons; private companies 429, 1,470, and 6,540 of each respectively.

A PLAGUE COMMISSION AT BANGALORE.

THE EFFECTS OF INOCULATION.

The following is a résumé of some of the evidence taken by the Plague Commission which met at Bangalore on December 12th.—Captain Roe, Royal Engineers, Chief Plague Officer in the Cantonment, said he thought that segregation had been a great failure. In his experience when a case was reported half the people of the house ran away, and by the time the medical officer reached the spot the house was usually quite abandoned. He was not personally aware that plague was spread by human agency, nor that dead rats preceded the appearance of the disease. In regard to antiseptics used for disinfecting, witness mentioned pinceline as being one of the liquids employed, but the Commission were ignorant of its properties, and witness not being a medical man could not enlighten them. He thought it quite possible for an inoculation certificate to be passed on to other persons after the death of the right owner. He attributed the fear among natives of segregation to disinfection as loss of property, but with the altered policy as segregation there was a perceptible improvement.

Major Deane, R.A.M.C., the next witness, said that as to the means of communicating the disease, from his observations here and in Bombay, he had formed an idea that infection could be conveyed just the same as any other disease. He could not say infection could be conveyed one way more than another. He could not say whether it was conveyed by mosquitoes, fleas, rats, etc. People attending plague patients in hospitals might carry infection through their clothing, and he mentioned the fact of four ward servants in the hospital under his charge here being attacked, three of whom died. They had all been inoculated at Poona, but he did not know how long ago. Speaking of segregation, he said it had its drawbacks. He had seen cases of plague following upon inoculation. Since he took charge on November 20th, there had been 40 or 50 such cases; but he gave an instance of a family which was sent to hospital, one of whom was not inoculated, contracted plague, and all the rest, who had been inoculated, escaped. He could not speak from personal experience about rats conveying the disease.

Colonel T. McGinn, Principal Medical Officer, Bangalore District, spoke as to plague among the military followers, and detailed the measures adopted to stamp it out, which consisted chiefly in the evacuation of huts, disinfection and inoculation. The latter was very slow work at first, but when British officers were openly operated on, the native troops followed largely. In the 2nd Madras Lancers a large number of second inoculations had been carried out. There had been only one case among the Europeans, but because it was not considered necessary and had not been done elsewhere. Personally, he believed in inoculation as a preventive of plague. He had known of persons dying shortly after inoculation, and had concluded that they had plague in their system at the time of inoculation. Among the followers and their families the mortality had been small, which he attributed to inoculation combined with disinfection.

Colonel Dobson, I.M.S., Residency Surgeon, said the antiseptics used were pinceline, carbolic acid, and McQuillan's powder. He also used phenyle and pinceline. He prescribed perchloride of mercury one in 1,000 and one in 2,000, the perchloride being made up with salt. He did not hold himself responsible for the disinfectants used, because the District Magistrate interfered and appended his name to witness's list of instructions. He noticed that plague ran a milder course among inoculated persons. He had had several plague cases develop in the Civil Hospital, of which he had charge. Very few who were admitted into the plague hospitals but did not contract plague. Among the menial establishment of North Camp Hospital, three ward servants were attacked, of whom two were inoculated, and all died. Thirty-eight inoculated patients were admitted up to date, 10 of whom had died. No special treatment by drugs served to do any good, but among the cases attended to early, with proper nursing and nourishment, the results were good. Four hospital assistants out of 62 were attacked with indigent plague, 3 were inoculated, 4 died. Of the servants obtained from Poona, who were all inoculated, one died. At the South Plague Camp the mortality was 35 per cent. The duration of illness was two and a-half days. None of his Hospital establishment were attacked. The patients admitted were for the most part from the poor labouring classes. Witness was unable to explain the percentage of mortality. In contact camps, it was really lower than among people who had no contact. There was a definite rule as to floor space in hospital wards, each patient having 120 superficial feet. It was not half that in the plague hospital here.

RUSSIAN INTOLERANCE.

The signature of an agreement between the Canadian and Russian Governments for the transfer to the Canadian North-West of 3,000 Dookhoborts from Caucasus is announced by the Ottawa correspondent of the *Outlook*. They are exiles on conscientious grounds, as they belong to a sect which refuses to bear arms, and the Empress Dowager, who heard of their case from her invalid son, obtained from the Tsar his consent to their petition to be allowed to emigrate. The first party of 1,322 will leave Barmoum on December 16, in the steamer *Huron*, in charge of Count Sergius Tolstoy, the son of the celebrated author and philanthropist. A second party of about 2,000 will leave ten days later in the steamer *Lake Superior*, and, after wintering in Winnipeg, where arrangements have been made for them, they will probably be forwarded to the Calgary and Edmonton districts.

THE QUEEN AND HER SOLDIERS.

For the third time during the present year the Queen has paid a visit to the military hospital at Netley in her unfeigned sympathy and solicitude for the soldiers who have been struck down by wounds or illness in active service for the country. In February and May she went to see the men who had returned invalided from the dangers of the West Coast of Africa and the North-western frontier of India, and on Saturday last she again graciously visited the hospital without ceremony or display to show her womanly solicitude for the men who had been stricken down in the Sudan. The Sirdar was there to meet her Majesty, and to assist her in the distribution of the medals to the hundred and eighty patients enlisted to them for the Akbara and Omdurman campaigns. After pinning medals on the breasts of Staff-Sergeant Benson and Private Davidson of the Royal Army Medical Corps, she resigned the remainder of the long task to the Sirdar. She then visited several of the wards, and spoke to some of the men who were unable to parade with their comrades in the corridor, and in the Röntgen rays department allowed an impression of her hand to be taken. Even medals and proud consciousness of duty done are enhanced by kindly sympathy, which is no less true and womanly because it is Royal.

SHALL WE PROCLAIM A PROTECTORATE IN EGYPT.

In his speech at Blackburn Sir Edward Grey again made reference to our work in the Sudan. After praising the way in which Lord Kitchener had combined cheapness and efficiency in carrying out the campaign, and was presently endeavouring to follow up his success in way by a triumph of peace in the form of the establishment of a centre of education at Khartoum, he went on to speak of our present position in Egypt. A stricken field, as Lord Salisbury had well said, was a stage on the road of history. Our victory at Omdurman had modified in a forward direction our position in the country. What, however, had for years past been modifying our position there to a far greater extent were the moral obligations which we had imposed upon ourselves by the great work we had accomplished. It was not therefore, surprising that some important attempts had been made to press on Lord Salisbury the policy of changing our position into a protectorate. These attempts Sir Edward thought inopportune, because we had a moral obligation to the Egyptian people to see that the good work which we had done was not destroyed and arrested, but that its development was continued. This kept us in Egypt, and would do so. But we also owed this much to Europe, that we ought not, on our own initiative, to open the Egyptian question and thereby create disturbance amongst those European Powers by whose consent we had hitherto stayed in Egypt. If other people other Powers of Europe—chose to reopen the Egyptian question, then we must take our own lines, but if it was their desire that the *status quo* in Egypt should be preserved, that the development of the country should go on without the Egyptian question being opened, then he was sure we had no desire in this country to make use of what had happened to open a difficult question.

NOTANDA.

CALENDAR.

METEOROLOGICAL means based on ten years' observations to 1893.			
Barometer	29.818		
Thermometer	80.1		
Humidity	77		
Rainfall	8.58		
TO-DAY.			
WEATHER REPORT.			
Barometer	30.10	On date at 4 p.m.	30.00
Thermometer	66		72
Humidity	92		68
Rainfall	0.16		

TO-DAY.	
Thursday, 12th January, 1899.	
Chinese—1st of 12th moon of 25th year of Kwang-chi.	
Moon—New Moon 6hr. 26min. a.m.	
In Perigee 9hr. a.m.	
High water—Morning 7hr. 25min.	
Afternoon 9hr. 5min.	
Low water—Morning 3hr. 4min.	
Afternoon 2hr. 15min.	
ANNIVERSARIES.	
1842—Gunpowder Factory at Canton accidentally blown up.	
1875—Tung-chi, Emperor of China, died in the nineteenth year of his age.	
1891—Serious earthquake at Java.	
1896—Fire on the s.s. <i>Sakata Maru</i> ; damage \$60,000.	
1897—Fire on the s.s. <i>Fansing</i> .	

TO-MORROW.	
Friday, 13th January, 1899.	
Chinese—2nd of 12th moon of 25th year of Kwang-chi.	
High water—Morning 11hr. 4min.	
Afternoon 9hr. 50min.	
Low water—Morning 4hr. 25min.	
Afternoon 3hr. 4min.	
ANNIVERSARIES.	
1846—Ki-ying, Viceroy of Kwangtung and Kwang-si issued a proclamation intimating the intention of opening up Canton according to the Treaties.	
1849—Battle of Chillianwallah.	
1857—The s.s. <i>Thistle</i> captured by Chinese soldiers disguised as passengers; 11 Europeans and several Chinese murdered and the vessel burnt.	

SHIPPING AND MAIL NEWS.

MAILS DUE.	
Australian (<i>Koonig Maru</i>) 16th inst.	
Australian (<i>Australian</i>) 17th inst.	
American (<i>City of Peking</i>) 20th inst.	
American (<i>Galle</i>) 21st inst.	
Canadian (<i>Empress of India</i>) 23rd inst.	
American (<i>China</i>) 5th prox.	
Tacoma (<i>Victoria</i>) 5th prox.	
THE CANADIAN PACIFIC RAILWAY CO.'S STEAMER.	
<i>Empress of Japan</i> , arrived at Vancouver at 9 a.m. yesterday, the 11th inst.	
THE N. P. S. S. CO.'S STEAMER.	
<i>Columbia</i> has arrived at Yokohama from Portland, and sailed for Kobe and Hongkong to-day, the 12th inst.	
THE R. M. S. CO.'S STEAMER.	
<i>Hupeli</i> with mails, etc., arrived at Yokohama, and will leave for this port via Kobe to-morrow morning; the 13th inst.	
THE NIPPON Yusen Kaisha's steamer.	
<i>Kago-shima Maru</i> (Nippon Line) left Singapore for this port on the 10th, and is expected to arrive here on the 16th inst.	

THE R. M. S. CO.'S steamer *China* with mails, etc., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 7th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.	
<i>Isidoro Pons</i>	at Kowloon Dock.
<i>H.I.G.M.S. Kaiser</i>	"
<i>H.I.G.M.S. Mowee</i>	"
<i>H.I.G.M.S. K.A. No.</i>	"
<i>Athenian</i>	"
<i>Isla de Cuba</i>	"
<i>Isla de Luzon</i>	"
<i>Amigo</i>	"
<i>Oslo</i>	"
<i>Yuen-sang</i>	"
<i>Svalof</i>	"
<i>Monmouthshire</i>	"
<i>Lycemon</i>	"
<i>Guthrie</i>	"
<i>Olympia</i>	"
<i>Kong-kong</i>	"
<i>H.I.G.M.S. Gefion</i>	Cosmopolitan
<i>Changsha</i>	"
<i>Paranilla</i>	Aberdeen
<i>Glenlogie</i>	"

Arrivals from Agents.	
Jan. 10 Hongkong.....	Amoy, L.Y.S. & Co.
10 Hoihow.....	Amoy, B. & S.
10 Whampoa.....	Shanghai, B. & S.
11 Hailan.....	Hongkong, J. M. & Co.
11 Hailong.....	Amoy, J. M. & Co.
Departures for Agents.	
Jan. 10 Whampoa.....	Hongkong, B. & S.
11 Neuchuang.....	Chefoo, B. & S.
11 Machow.....	Bangkok, B. & S.
11 Chihli.....	Shanghai, B. & S.
11 Hongkong.....	S'pore, L.Y.S. & Co.
11 Hailan.....	Amoy, J. M. & Co.
11 Hailong.....	Hongkong, J. M. & Co.

PASSED THE CANAL.
Outward—Dec. 13th *Norman Isles*; Dec. 16th *Vine Branch*; Dec. 20th *Glenesh, Elrickdale*; Dec. 23rd *Wenington Hall, Tonkin*; Dec. 27th *Manilla*; Dec. 30th *Antenor, Boynton, Savioia*; Jan. 3rd *Sydney, Trieste, Serbia*; Jan. 6th *Glenagarry, Sileria, Nerite*; Jan. 10th *Melnaus, St. Andrews, Azores*.
Homeward—Jan. 10th *Melbourne*.

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites is the most valuable remedy for Consumption, Scrofula, General Debility, Wasting Disease of Children, Chronic Coughs, and Bronchitis that has ever been produced. It is very palatable; it is very fattening and strengthening. It will ease at once the most violent cough and will give both comfort and strength to the sufferer. It possesses the combined virtues of these popular remedies in their fullest form. Any Chemist can supply it. Sole Agents for Hongkong and the Empire of China—Watkins & Co., Hongkong.—[Advt.]

Intimations.

THE WANCHAI WAREHOUSE AND STORAGE CO., LIMITED.
NOTICE is hereby given that the EIGHTH ORDINARY ANNUAL MEETING of the SHAREHOLDERS will be held at the OFFICE of the General Managers, No. 4, Queen's Road Central, on MONDAY, the 16th January, 1899, at 3 o'clock in the afternoon, for the purpose of receiving the report of the General Managers, together with a statement accounts to the 31st December, 1898.
The TRANSFER BOOKS of the Company will be CLOSED from the 7th to 16th January, 1899, both days inclusive.
MEYER & Co., General Managers.
Hongkong, 30th December, 1898. [1542]

THE WEST POINT BUILDING CO., LIMITED.
(NOTICE OF CALL.)

NOTICE is hereby given that, at a MEETING of the Board of Directors of the above Company held at No. 1, Queen's Road Central, Victoria, Hongkong, on the Sixth day of December, 1898, the following RESOLUTION was passed.
"That a FIRST and FINAL CALL of TEN DOLLARS (\$10) per SHARE, upon all the SHAREHOLDERS in the above Company, in respect of all the shares held by them in the above Company, be and the same is hereby made. Such CALL to be PAID to the Company at their Bankers, the HONGKONG AND SHANGHAI BANKING CORPORATION, "Queen's Road Central, Victoria, Hongkong, on or before the 1st day of March, 1899."
By order of the Board of Directors,
A. SHELTON HOOPER, Secretary to the Company.

HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
General Agents,
THE WEST POINT BUILDING CO., LIMITED.
Hongkong, 1st January, 1899. [1a]

IMPORTANT NOTICE.
EXTENSION OF VISIT.
Owing to pressure of business Professor WINTER will remain here until the 10th January.

GREATEST BLESSING OF LIFE.
Prof. H. WINTER.
The Great American Indian Expert.

WARRANTS TO CURE HARD AND SOFT CORNS, BUNIONS IN-GROWING NAILS AND WARTS.
GUARANTEED to take them out without pain or drawing blood, and, further, guarantee to perform a perfect cure.
Mr. WINTER's fame is spoken of in highest terms by various well-known Gentlemen who have suffered for years with Corns.
He has arrived at HONGKONG and will remain till the 1st January, at THOMAS' GIBB BOOMS, Room No. 4. Office hours from 8 A.M. to 4 P.M. Consultation free of charge.
Those who wish Mr. WINTER to visit them will please send their Address and he will call on MONDAYS and FRIDAYS between 2 and 3 P.M.
Charges Moderate.
The Professor speaks English, German, French, Spanish and Portuguese.
Hongkong, 3rd January, 1899. [1478]

NOTICE.
PROF. WINTER'S magnetic cure for CORNS WARTS BUNIONS, CHILBLAINS and IN-GROWING NAILS.
Apply to
COTTON & Co., No. 3 & 5, Pedder's Street, Hongkong Hotel Buildings, Hongkong, 9th January, 1899. [144a]

Entertainments.

THEATRE ROYAL, CITY HALL.
THE HONGKONG AMATEUR DRAMATIC CLUB.
will produce a Pantomime entitled, "THE YELLOW DWARF," or "HARLEQUIN THE KNAVE OF HEARTS," and the "FAIR PRINCESS."
On the following date:— SATURDAY, 14th January, 1899.
The TICKET OFFICE at the Theatre will be OPENED and Seats can be booked from 10 A.M. to 4 P.M., every day; SUNDAYS and GENERAL HOLIDAYS excepted.
DOORS OPEN EACH EVENING, at 8 P.M. PERFORMANCE at 8.30 PRECISELY.
Stalls and Dress Circle.....\$3
Pit.....1
Half Price to Soldiers and Sailors in uniform to the Pit.
Late Trams to the Peak a quarter of an hour after fall of the curtain.
E. W. MITCHELL, Hon. Secretary. [1440]
Hongkong, 11th January, 1899.

THEATRE ROYAL, CITY HALL.
THE HONGKONG AMATEUR DRAMATIC CLUB.
will give an EXTRA PERFORMANCE PANTOMIME, "THE YELLOW DWARF."
On SATURDAY, the 14th January, 1899, at 3.30 P.M.
STALLS AND DRESS CIRCLE.
Adult.....\$2
Children, Nurses and Amateurs.....1
Pit TICKET will be distributed free to Different Schools.
The TICKET OFFICE will be OPEN on WEDNESDAY, the 18th inst., at 10 A.M. and continue open Each Day from 10 A.M. to 4 P.M.
H. C. NICOLLE, Acting Manager.
Hongkong, 11th January, 1899. [57a]

Auctions.

GOVERNMENT NOTIFICATION.
No. 665.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held on the spot, on MONDAY, the 16th day of January, 1899, at 3 P.M., are published for general information.
By Command,
BERCOMBE SMITH, Acting Colonial Secretary.
Colonial Secretary's Office, Hongkong, 9th January, 1899. [46a]

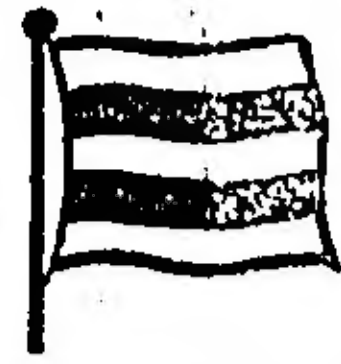
Particulars and Conditions of the letting by Public Auction Sale to be held on Monday, the 16th day of January, 1899, at 3 P.M., by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 75 Years.

PARTICULARS OF THE LOT.	
No. of Lots.	Locality.
1	Lot 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396,

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HITACHI MARU	YOKOHAMA, KOBE, KURE	To-morrow, 13th January, at Noon.
KAGOSHIMA MARU	and MOJI	THURSDAY, 19th January, at 4 P.M.
R. Nippon	KOBE and YOKOHAMA	THURSDAY, 19th January, at 4 P.M.
KASUGA MARU	NAGASAKI, KOBE and YOKO-	THURSDAY, 19th January, at 4 P.M.
E. W. Haswell	HAMA	FRIDAY, 20th January, at 4 P.M.
SAGAMI MARU	SHANGHAI, CHEMULPO and	FRIDAY, 20th January, at 4 P.M.
J. Nagao	NAGASAKI	SUNDAY, 22nd January, at Daylight.
INABA MARU	MARSEILLES, LONDON & ANT-	THURSDAY, 26th January, at 4 P.M.
W. Bainbridge	WERP, via SINGAPORE, PENANG,	FRIDAY, 27th January, at 4 P.M.
KINSHU MARU	COLOMBO and PORT SAID.	
W. Brady	SEATTLE, (WASH. U.S.A.)	
TOKIO MARU	KOBE, YOKOHAMA & VICTORIA, B.C.	
J. B. Murray	THURSDAY ISLAND, TOWNS,	
	VILLE, BRISBANE, SYDNEY	
	and MELBOURNE	

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 12th January, 1899.

[6]

STANDARD OIL COMPANY OF NEW YORK.

THOMPSON AND BEDFORD DEPARTMENT
Have in Stock and are now offering for Sale a full line of
CYLINDER, ENGINE, & SPINDLE OILS.

MINERAL COLZA, (300" Fire Test).

A high grade burning Oil for Ship Lights, Light Houses, Tram Cars and Railway Trains, and for all uses where a highest degree of safety is required.

MINERAL WAX,

Crude, Semi-refined and Refined.

ORDERS SOLICITED AND LOWEST PRICES QUOTED.

Dr. KNORR'S
ANTIPYRINE

In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water.

FEVER, RHEUMATIC AND NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

Dr. OVERLACH'S
MIGRAINE

"LION BRAND" (ANTIPYRINE—CAFFEINE—CITRATE.)

(1) Excellent results in the severest cases of migraine, as well as in headache arising from alcohol, nicotine and morphia poisoning, neurasthenia, influenza, grippe, etc.

(2) The best antipyretic, even in threatened collapse, because the caffeine of Migraine acts simultaneously as an anesthetic.

Use only DR. OVERLACH'S MIGRAINE, "Lion Brand," and always prescribe "MIGRAINE HOECHST."

The best medium dose for adults is 17 grains, given once or twice daily in powder or in solution.

Sole Manufacturers: FARMER & CO., MEISTERLUCIUS & BRUNING, HOECHST O. M.

Literature of the above Preparations supplied gratis at request to medical men.

CHINA EXPORT, IMPORT & BANK CO.,

SOLE AGENTS FOR CHINA
REWARD OF SPURIOUS IMITATIONS.

TO THE DEAR

A RICH LADY cured of her deafness and noises in the Head by Dr. Nicholson's Artificial Ear Drums sent, Cured to his Institute so that Deaf Persons who have not the means to procure the Ear Drums may have them free. Apply by letter to—C. G. BRIGHT, Secretary, 54, Bow Lane London, E.C.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DANIEL'S PATENT MOTOR
LAUNCHES, &c.

&c. &c. &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK

REASONABLE PRICES.
Hongkong, 14th May, 1895.

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.

J. EYES
FLUID
THE BEST
DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY
ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings,
Hongkong, 9th March, 1897.

KUHN & KOMOR,

JAPANESE PINE ART COLOGNS,
21 & 23, QUEEN'S ROAD, HONGKONG,
35, WATER STREET, YOKOHAMA
and
35, DIVISION STREET, KOBE.

Hongkong, 15th March, 1898.

CLARKE'S B. 41 PILLS are warranted to
cure, in either sex, all acquired or con-
stitutional Discharges from the Urinary Organs,
Gravel, and Pains in the Back. Free from
Mercury. Established upwards of 30 years.
In Boxes, 3s. 6d. each, of all Chemists and
Patent Medicine Vendors throughout the World.
Proprietors: The Lincoln and Midland Counties
Drug Company, Lincoln, England.

LEVY HERMANOS.

Diamond Merchants, Jewel-
lers and Watchmakers.
Sole Agents in the East for the amalgamated
CLEMENT, HUMBER and GLADIATOR Co., Ltd.,
DUNLOP TYRES BICYCLES—PRICE, \$185.
A special reliable Watch made for this Climate.
Quality B. 1000, \$12
Quality B. 1000, \$12

QUEEN'S ROAD CENTRAL,
Opposite the Telegraph Office.

Hongkong, 14th May, 1898.

ANTI CORROSIVES

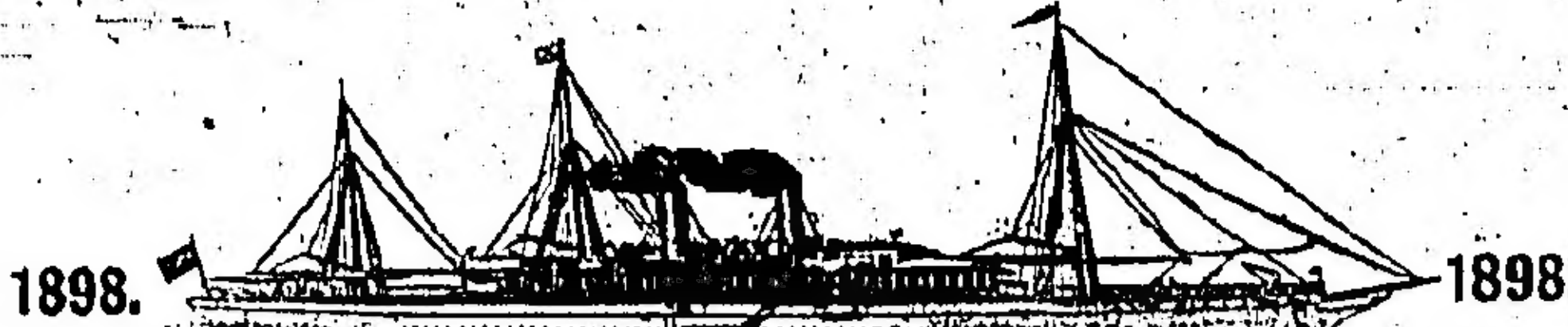
ANTI FOULINGS

MANUFACTORY

OIL PAINTS and COLOUR-WASH
PREPARED IN ALL COLOURS
TO SUIT PURCHASERS.

GENERAL AGENCY,
BAILEY'S ENGINEERING AGENCY,
17, PRAYA CENTRAL.
Hongkong, 14th May, 1898.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 18th Jan., 1899.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 15th Feb., 1899.

EMPEROR OF JAPAN...Comdr. G. A. Lee, R.N.R...WEDNESDAY, 15th Mar., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIOUSITY OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 21st December, 1898.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA,
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu) Saturday, 14th Jan.,
1899.

HONGKONG MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu) Tuesday, 7th Feb.,
1899.

NIPPON MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu) Saturday, 4th March,
at Noon.

THE Steamship

"AMERICA MARU,"

will be despatched for SAN FRANCISCO, VIA
SHANGHAI, NAGASAKI, KOBE, IN-
LAND SEA, YOKOHAMA AND HONO-
LULU, on SATURDAY, the 14th January,
1899, at Noon, taking Freight and Passengers
for Japan, the United States, and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and Passengers are allowed to break
their journey at any point en route.

Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities of
the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
routes from San Francisco including the
SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION
PACIFIC, DENVER and RIO GRANDE, and
NORTHERN PACIFIC RAILWAYS; also the
CANADIAN PACIFIC RAILWAY on payment of
£4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND
CITIES in the United States have between
San Francisco and Chicago, the option of the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and other direct connecting Railways and from
Chicago to destination the choice of direct
lines.

Particulars of the various routes can be had
on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in the service of China and Japan, and to
Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4
P.M. the day previous to sailing. Parcel
Packages will be received at Office until 5 P.M.
same day; all Parcel Packages should be
marked to address in full; value of same is
required.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage and
Freight, apply to the Agency of the Company,
No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 16th December, 1898.

[1910]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL and
AMERICAN PORTS.)

THE Steamship

"CHUSAN,"

Captain E. Street, carrying Her Majesty's Mails,
will be despatched from this for BOMBAY,
&c., on SATURDAY, the 21st instant, at Noon,
taking Passengers and Cargo for the Above
Ports.

Silk and Valuable, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London;
other Cargo for London, &c., will be conveyed
via Bombay.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further Particulars apply to

H. A. RITCHIE,
Superintendent.

Hongkong, 9th January, 1899.

[5]

FOR SAN FRANCISCO.

THE 100 AT British Bark

"QUEEN MARGARET,"

Faulkner, Master, shortly expected here will
load for the above Port, and will have quick
despatch.

For Freight, apply to

SHEWAN, TOMES & Co.

Hongkong, 29th December, 1898.

[1912]

Mails.

NORTH
GERMAN LLOYD.

(Freight Service.)
(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON,
LIVERPOOL, GLASGOW; PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS;
NORTH AND SOUTH AMERICAN PORTS.)

HAMBURG
AMERICA LINE.

(East Asiatic Service.)

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ASTORIA	HAVRE, HAMBURG/BREMEN.	16th
Hahn	(LONDON with transhipment in HAMBURG)	January.
D. RICKMERS	HAVRE, HAMBURG/BREMEN.	About 6th
Pape	(LONDON with transhipment in HAMBURG)	February.
*SARNIA	HAVRE, HAMBURG/BREMEN.	About 15th
Ehlers	(LONDON with transhipment in HAMBURG)	February.
SUEVIA	HAVRE, HAMBURG/BREMEN.	About 15th
Foerck	(LONDON with transhipment in HAMBURG)	March.
WITTENBERG	HAVRE, HAMBURG/BREMEN.	About 31st
Madsen	(LONDON with transhipment in HAMBURG)	March.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to

Carlowitz & Co.,
Agents.

Hongkong, 9th January, 1899.

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA
FE RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
VIA INLAND SEA OF JAPAN AND
HONOLULU.

Taking Cargo and Passengers to Japan Ports
and HONOLULU, the United States,
MEXICO, CENTRAL & SOUTH AMERICA, &c.

Curlew City... 3,002... Jan. 21

Curlew City... 3,002... Jan. 21

THE Steamship

"CARLISLE CITY,"

will be despatched for SAN DIEGO VIA
NAGASAKI, KOBE, INLAND SEA, YOKO-
HAMA AND HONOLULU, on SATURDAY,
the 21st instant.

Through Bills of Lading issued to any point
in the United States.

Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel packages
will be received at the OFFICE until the same
time. All parcels should be marked to address
in full. Value of same is required.

Consular Invoices, to accompany cargo des-
tined to Points beyond San Diego, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Diego.

For further information as to Freight or
Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, China and Japan.

Hongkong, 7th January, 1899.

[1330]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu) Saturday, 21st Jan.,
at Noon.

China (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
& Honolulu) Thursday, 16th Feb.,
at Noon.

City of Rio de Janeiro
(via Shanghai, Naga-
saki, Kobe, Inland
Sea, Yokohama and
Honolulu) Tuesday, 14th March,
at Noon.

THE U. S. Mail Steamship.

"CITY OF PEKING,"

will be despatched for SAN FRANCISCO,
via SHANGHAI, NAGASAKI, KOBE, IN-
LAND SEA, YOKOHAMA & HONOLULU,
on SATURDAY, the 21st January, at Noon,
taking Passengers and Freight for Japan, the
United States, and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to Eng-
land, France and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities
of the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
Routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and the CANADIAN PACIFIC
RAILWAY on payment of £4 in addition to
the regular tariff rate.

Passengers holding Orders FOR OVER-
LAND CITIES in the United States have,
between SAN FRANCISCO and CHICAGO,
the option of the SOUTHERN PACIFIC,
CENTRAL PACIFIC, UNION PACIFIC,
DENVER and RIO GRANDE, and other
direct connecting Railways, and from Chicago
to destination the choice of direct lines.

Particulars of the various routes can be had
on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Service, to European
Officials in the service of China and Japan, and to
Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports to
San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railways, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel Packages
will be received at the Office until 5 P.M. same
day; all Parcel Packages should be marked to
address in full; value of same is required.

Consular Invoices to accompany Cargo des-
tined to Points beyond San Francisco, in the
United States, should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage and
Freight, apply to the Agency of the Company,
No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 18th December, 1898.

[1912]

Occidental and Oriental
Steamship Company.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA
AND EUROPE.

THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
& Honolulu) Tuesday, 31st Jan.,
1899, at Noon.

Doric (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yok